

## **INTRODUCTION**

Enplanement and cargo data is extracted from the Air Carrier Activity Information System (ACAIS). ACAIS is a database that contains revenue passenger enplanement and all-cargo data. The database supports the Federal Aviation Administration's (FAA) Airport Improvement Program (AIP) entitlement activities.

## **ENPLANEMENT DATA**

### Data Collection Process

The U.S. Department of Transportation (DOT) is the main source of enplanement statistics. U.S. scheduled and nonscheduled certificated air carriers submit enplanement data to DOT on Form 41 Schedule T-100. Foreign flag air carriers submit data to DOT on Form 41 Schedule T-100(f). Commuter and small certificated air carriers submit data to DOT on Form 298-C, Schedule T1 and E1. In addition, the FAA conducts an annual survey of air taxi/commercial operators who report their nonscheduled activity on FAA Form 1800-31.

The data obtained from these sources are merged into the ACAIS database that is reviewed by FAA staff and the individual airports. Erroneous or inconsistent data are coordinated with the air carrier; appropriate revisions are made; and the data are finalized.

For AIP purposes, passengers enplaned also includes passengers onboard international flights that transit an airport located in the 50 states for non-traffic purposes. In calendar year 1999, this amounted to a total of 990,066 additional passengers at 3 airports (Anchorage, AK; Honolulu, HI; and Bangor, ME).

Congress enacted legislation that allows public agencies controlling commercial service airport to charge enplaning passengers using the airport a \$1, \$2, \$3, \$4, or \$4.50 passenger facility charge (PFC). Public agencies wishing to impose a PFC must apply to the FAA for such authority and meet certain requirements. Generally, large and medium hub airports implementing a PFC receive a 50 percent reduction in entitlement amounts.

### Distribution of Entitlement Funds

Title 49 of the United States Code provides for the apportionment of funds from the Airport and Airway Trust Fund to primary airports based on a per passenger formula. For fiscal year 2001, minimum and maximum apportionments were set at \$1 million and \$26 million, respectively. Each qualifying primary airport's apportionment is calculated as follows:

- \$7.80 for each of the first 50,000 passengers enplaned,
- \$5.20 for each of the next 50,000 passengers enplaned,
- \$2.60 for each of the next 400,000 passengers enplaned,
- \$0.65 for each of the next 500,000 passengers enplaned, and
- \$0.50 for each additional passenger enplaned.

In fiscal year 2001, 422 airports qualified for passenger entitlement funds.

## **ALL-CARGO DATA**

### Data Collection Process

All-cargo data are compiled for airports with a minimum of 100 million pounds of all-cargo aircraft landed weight annually. The cargo carriers report the landed weight of all-cargo aircraft to the airport who in turn completes FAA Form 5100-108 and submits the data to the FAA.

The FAA compiles and merges the data into the ACAIS database. FAA staff and the individual airports then review the data. Erroneous or inconsistent data is coordinated with the airport; appropriate revisions are made; and data are finalized.

### Distribution of Entitlement Funds

Title 49 of the United States Code also provides for the apportionment of cargo entitlement funds from the Airport and Airway Trust Fund each fiscal year based on each eligible cargo service airport's percentage of the landed weight at all eligible airports.

In fiscal year 2001, 111 all-cargo airports qualified for all-cargo entitlement funding.